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MEMORANDUM

To: CMAP Transportation Committee

From: CMAP Staff

Date: June 6, 2012

Re: Supportive Land Use for Expressway-based BRT

GO TO 2040 identifies a set of priority transportation projects for the region, with a focus on moving the existing system toward a state of good repair. However, the set of priority projects also includes two highway extensions and three managed lane/multimodal corridor projects to add capacity to the system, each of which has the potential include transit. Bus Rapid Transit (BRT) is one option that has been identified to provide transit on these new and upgraded facilities and improve job-housing connections in the region. GO TO 2040 also supports transit oriented development (TOD) and seeks to broaden the definition of transit-supportive land use beyond areas around train stations. Therefore, the plan specifically recommends planning for supportive land use around expressway-based BRT stations.

To support this recommendation, CMAP staff has compiled research, case studies, and interviews on BRT-supportive land use and creating TOD in an expressway-dominated environment. This work has been compiled into two separate documents: the first is a technical report which contains a review of the literature, two case studies, and a summary of developer interviews; the second is Toolkit which offers land use policies and strategies for municipalities and transportation providers to consider when planning for expressway-based transit.

The Toolkit will be available in late June. It contains recommendations in four functional areas:

- 1) **Station Siting:** This section focuses on strategies for station placement to minimize the negative externalities of the expressway and increase the potential for TOD. Research has indicated that while supportive land use for BRT does not differ significantly from rail-based TOD, placement of stations in a location that is sheltered from the expressway is imperative to encourage supportive land use.
- 2) Planning for and Implementing TOD in an Expressway Environment: A number of traditional TOD strategies are reviewed, with a particular emphasis on how they might be utilized to create supportive land use in a traditionally auto-oriented environment.

- 3) **Pedestrian and Bicycle Connectivity:** Ensuring connectivity is a core tenet of TOD strategies and emerged as an especially critical strategy for the expressway environment.
- 4) **Marketing and Permanence:** This section provides strategies to address the negative perceptions that BRT and bus systems face related to the quality of service, the permanence of bus systems, and the ability of bus stations to generate development interest. Key takeways from interviews with local developers are also provided.

The Toolkit contains a first effort at providing guidance on station siting and land use decisions related to expressway-based BRT stations in the Region. CMAP will work with transit providers, transportation agencies, municipalities, and other stakeholders to implement the strategies outlined in this report. Initiatives may include publicizing the findings of this report, working with communities through the Local Technical Assistance Program, and assisting planning efforts for major capital projects. In particular, CMAP will continue to provide tools to communities seeking to implement transit-supportive land use policies and create livable communities. Changing longstanding land use and development policies can be a difficult task. However, these changes are imperative to support the region's transit system, decrease congestion, and improve quality of life.

ACTION REQUESTED: Information